

FY 2014

**National Capital Region
Transportation Planning Board (TPB)**

**Work Program Progress Report
APRIL 2014**

PROGRAM HIGHLIGHTS

1. **PLAN SUPPORT**

A. Unified Planning Work Program (UPWP)

The TPB approved FY 2015 UPWP was submitted to FTA and FHWA for review and approval.

Work continued monitoring the activities under the FY 2014 UPWP began on July 1, 2013.

B. Transportation Improvement Program (TIP)

At its meeting on April 4, the TPB Steering Committee approved three amendments to the FY 2013-2018 TIP. The first amendment was requested by MDOT to include funding for improvement projects on US 1, Baltimore Avenue; MD 4, Pennsylvania Avenue; and MD 5, Branch Avenue. The second amendment was requested by VDOT to modify funding for the I-66 GMU/Vienna Metro Station Accessibility Improvements project. The third resolution was requested by DDOT to include funding for fourteen new projects.

C. Constrained Long-Range Plan (CLRP)

The public comment period on the project submissions for the 2014 Update of the CLRP ended on April 12th. More than 400 comments were submitted by individuals and organizations over the course of the 30-day comment period. These were summarized by TPB staff and recommended responses for the TPB were developed in cooperation with staff from member agencies. At their meeting on April 16th, the TPB approved the project submissions for inclusion in the Air Quality Conformity Analysis of the 2014 CLRP.

D. Financial Plan

During April, WMATA, DDOT, MDOT and VDOT staffs continued to review and update their agency's revenues and expenditure forecasts. The WMATA draft capital and operating subsidy forecasts and the costs for Metro 2025 expansion program were reviewed in detail. Staff from Northern Virginia agencies continued to focus on how their revenues forecasts could fund the WMATA requests for state-of-good repair funding for the system. At the meeting on April 14, it was decided that full funding for 100 percent 8-car trains on the rail system and core station capacity improvements could not be identified and that the transit ridership capacity constraint would need to continue. Thus, this assumption was continued in the scope of work for the air quality conformity assessment for the 2014 CLRP and FY 2015-2012 TIP which was approved by the TPB at its April 16 meeting. The next meeting will be held on May 6.

E. Public Participation

The CAC meeting on April 10 included a discussion about the Initial Draft CLRP-RTTP Comparative Assessment and an open discussion about CAC priorities for this year. The CAC offered preliminary recommendations regarding the report, which were presented to at the TPB's April meeting.

Staff conducted follow-up activities for the recent session of the TPB's Community Leadership Institute which was held on March 13 and 19.

Staff worked on revisions to the TPB's Participation Plan which was approved in 2007. Staff intends to seek TPB approval of the revised plan in September.

Access for All Advisory Committee (AFA)

The Access For All (AFA) Advisory Committee held a joint meeting with the Human Services Transportation Coordination (HSTC) Task Force on April 24, 2014. The meeting included: A review of the Update to the Coordinated Human Service Transportation Plan, priorities and selection criteria for the new Section 5310 Enhanced Mobility Program funds, an update on the Regional Specialized Transportation Forum and a Possible Bus Stop Accessibility Workshop, and a presentation from WMATA on Regional Bus Stop and Pathways Accessibility for People with Disabilities. The next meeting of the AFA will be on July 24, 2014.

F. Private Enterprise Participation

TPB staff continued planning for the Annual Transit Forum. Potential agenda topics were developed and likely attendees reviewed.

G. TPB Annual Report and TPB News

Staff finished writing content for the 2014 Region magazine. The text was sent to the graphic designer consultant who began work on layout.

Five editions (every Tuesday) of *The TPB Weekly Report* were produced and emailed during the reporting period.

The April *TPB News* was produced and distributed.

H. Transportation / Land Use Connection Program (TLC)

The FY2014 TLC projects were nearing completion during the reporting period. Staff attended meetings around the region on the projects and monitored their progress. The projects will be completed by the end of the fiscal year.

For Transportation Alternatives Program (TAP) project applications in Virginia, staff convened a selection panel on April 24 which selected a recommended

slate of projects for funding. The TPB will be asked to approve the projects at its meeting in May. For Maryland, MDOT reissued the TAP solicitation for FY2014 to expend remaining funds.

I. DTP Management

Staff support was provided for the meetings of the TPB, the TPB Steering Committee and the TPB Technical Committee.

2. **COORDINATION PLANNING**

A. Congestion Management Process (CMP)

Staff continued development of and technical analysis for the 2014 CMP Technical Report:

Completed the first draft of updated chapters 2 (State of Congestion), 3 (Consideration and Implementation of Congestion Management Strategies) and 4 (Studies of Congestion Management Strategies), and started internal reviews and revisions.

Presented an update on the progress on the report to the MOITS Subcommittee on its April 8 meeting (conference call).

Staff continued development of a National Capital Region Congestion Report for the fourth quarter 2013:

Presented the second draft to the MOITS Subcommittee on its April 8 meeting (conference call).

Further revised the draft report and prepared a final draft and a presentation for the May 2 TPB Technical Committee meeting.

On April 9, staff participated in the FHWA's Advancing the Use of Archived Operations Data in Planning Workshop in Arlington, VA.

B. Management, Operations, and Intelligent Transportation Systems (MOITS) Planning

Staff prepared for and conducted a conference call meeting of the MOITS Technical Subcommittee held April 8, 2014. The Subcommittee and staff reviewed the status of MOITS-related aspects of the Congestion Management Process, Intelligent Transportation Systems (ITS) Architecture, traveler information services, and the newly released federal Notice of Proposed Rulemaking for transportation safety planning.

Staff continued providing technical input on traffic signal power back-up systems for discussions at the Regional Emergency Support Function (RESF)-1

Emergency Transportation Committee, and as part of a traffic signals power back-up proposal for the 2014 Homeland Security National Capital Region Urban Area Security Initiative (UASI) process. Staff also continued preparing for the next meeting of the MOITS Traffic Signals Subcommittee to be held in May (rescheduled from March).

Staff continued revising the text of the Regional ITS Architecture toward a future revised version of the architecture.

Staff continued coordinating MOITS activities with the RESF-1 – Emergency Transportation Committee (see also Item 2.C), and the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Item 2.I.).

On April 21, staff attended the Monumental Core Climate Adaptation Working Group meeting in conjunction with an ongoing monitoring of MOITS-related climate change adaptation issues, in Washington.

Staff participated in a major FHWA/DDOT Traffic Incident Management (TIM) training workshop, April 23-24, in Washington.

C. Transportation Emergency Preparedness Planning

Staff met with the recently hired Project Management Office (PMO) Managing Director and apprised her of overall Regional Emergency Support Function 1 (RESF-1) activities.

Staff prepared for and conducted the RESF-1 Emergency Transportation Committee meeting of April 17, 2014. A core activity of this meeting was to review and rank 2014 Urban Area Security Initiative (UASI) grant applications submitted under the auspices of RESF-1. Staff also met, in conjunction with the April 17 RESF-1 meeting, with the consultant team on the initial planning meeting for an upcoming transportation evacuation tabletop training exercise.

Staff assisted the RESF-1 chair in his preparation for participation in an April 11 Emergency Support Function Chairs meeting, to support RESF-1 UASI grant applications, answering questions from other attendees and updating proposals into more efficient and effective proposals.

D. Transportation Safety Planning

Staff prepared for and conducted the April 28, 2014 meeting of the Transportation Safety Subcommittee. The Subcommittee focused on the newly released federal MAP-21 safety performance measure rulemaking, and also discussed the Spring 2014 Street Smart Pedestrian and Bicycle Safety campaign as well as jurisdictional safety activities.

Staff continued a detailed review of the federal Notice of Proposed Rulemaking on transportation safety, released in the Federal Register on March 11. On April 23, staff attended an Association of Metropolitan Planning Organizations

(AMPO) webinar on the Rule, especially regarding safety performance measures guidance to implementing MAP-21 requirements.

Staff adapted the April 28 MAP-21 safety performance measure guidance for briefings of the MOITS Subcommittee and the TPB Technical Committee.

E. Bicycle and Pedestrian Planning

Staff provided coordination between the Bicycle and Pedestrian Planning Program and the annual Street Smart Bicycle and Pedestrian Safety campaign, featuring a bi-annual press event held April 17, 2014 in Prince William County, Virginia. Staff also briefed the Transportation Safety Subcommittee on the Street Smart campaign at their April 28 meeting.

In preparation for updating text of the bicycle and pedestrian plan, staff reviewed transportation plans adopted in the Washington region since 2010, and gathered information on developments in walking and bicycling regionally and nationally from various sources.

Staff worked with individual Bicycle and Pedestrian Subcommittee members on the database update, answering questions regarding data to be entered, and in some cases entering the data from documents that they provided.

As a follow-up to the discussion at the March Bicycle and Pedestrian Subcommittee, staff studied examples of bicycle and pedestrian loop projects, notably the Atlanta Beltline. Staff exchanged ideas for a loop route in the Washington region via email with an ad hoc work group which had expressed interest, and held a conference call with the ad hoc group on April 23.

Staff began preparations for the next bimonthly meeting of the Bicycle and Pedestrian Subcommittee meeting, to be held May 20.

F. Regional Bus Planning

The Regional Bus Subcommittee met in April and received an update from TPB staff on the Commuter Bus Staging Area Study. Results from a Survey of Regional Bus Technologies were discussed, continuing previous items on this topic. Other agenda topics included a review of the Route 1 Multimodal Alternatives, a TCSP Study Update: High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region, and a MD 586 (Veirs Mill Road) BRT Update.

TPB staff completed the initial draft of the 2014 revision of the Moving Forward Bus Brochure. Staff also reviewed MAP-21 performance measurement rulemaking and participated in the monthly WMATA JCC meeting and a WMATA meeting on their ConnectGreaterWashington: Policy Alternatives to Regional Transit System Plan study.

G. Human Service Transportation Coordination

Staff supported a meeting of the Human Service Coordination Task Force (“Task Force”) April 24, 2014 which the Access for All Advisory (AFA) Committee was asked to participate in. Staff drafted key elements of the federally required Coordinated Human Service Transportation Plan, last updated in 2009 based on input from the Task Force and the AFA. Staff developed themes of unmet transportation needs, strategies to meet those needs, description of priority projects and developed an inventory of existing transportation services for older adults and people with disabilities based on the Reach-a-Ride database. Staff also developed proposed categories for selection criterion for the new Section 5310 Enhanced Mobility Program. These materials were presented to the the April 24 meeting for Task Force and AFA comment... Input was requested from members on a forum for regional human service transportation coordination proposed by WMATA, in partnership with the TPB.

Staff met with WMATA to discuss plans for a regional forum on human service transportation coordination that would highlight innovative practices in coordination and finding alternatives to MetroAccess.

H. Freight Planning

On April 10, staff participated in an FHWA webinar on the Freight Analysis Framework (FAF).

On April 15, staff participated in a freight peer-to-peer exchange at the Delaware Valley Regional Planning Commission (DVRPC). Other participants included the Rhode Island State Planning Council, BMC, NJTPA, SJTPO, WILMAPCO, and FHWA.

On April 18, staff met with Stephen Flippin, Director of Federal Affairs, CSX, to discuss CSX rail operations in the region and the status of ongoing and planned projects, including the Virginia Avenue Tunnel project.

Staff worked with the Department of Environmental Planning to help coordinate meetings and activities surrounding the celebration of “Ella”, a refurbished Amtrak switcher locomotive at Union Station.

On April 23, staff attended an AMPO webinar to review and discuss the implications for MPOs of the recently released Federal Notice of Proposed Rulemaking on transportation safety planning, including freight movement-related aspects.

On April 24, staff participated in a meeting of the BMC Goods Movement Task Force regarding freight issues in the BMC region and the State of Maryland.

On April 30, staff held a strategy session to finalize the agenda for the May Freight Subcommittee meeting.

Staff continued development of work plans for ongoing support of the Freight Subcommittee, continuing development of *Freight Around the Region* reports, and compilation of regional freight data.

I. Metropolitan Area Transportation Operations Coordination Program Planning (MATOC)

The Metropolitan Area Transportation Operations Coordination (MATOC) Program is an operational partnership of the region's major transportation agencies, funded outside the UPWP, but with planning support provided by TPB staff.

In the April 2014 period, staff prepared for, hosted, and participated in MATOC committee meetings, including the MATOC Steering Committee on April 11, the MATOC Severe Weather Working Group on April 14, and the MATOC Transit Task Force and Operations Subcommittee joint meeting on April 24. Staff also followed up on action items identified at previous meetings, and began preparations for May committee meetings. Activities were in coordination with the MATOC staff from the University of Maryland Center for Advanced Transportation Technology.

3. **FORCASTING APPLICATIONS**

A. Air Quality Conformity

2014 CLRP & FY2015-20 TIP

After the 30-day public comment period ended on April 12, the inputs, scope of work and responses to comments received were presented to the TPB, which approved the inputs and scope of work and provided an authorization to proceed. Subsequently, the development of highway and transit networks as well as other preparatory work elements started. Staff forwarded to the consultation agencies and public advisory committees the meeting agenda of the monthly TPB meeting and supporting material pertaining to air quality conformity.

B. Mobile Emissions Analysis

Staff participated in coordination meetings with MWAQC constituency members pertaining to preliminary schedules and course of action for the development of: (1) updated direct PM_{2.5} and precursor NO_x emissions inventories for years 2017 and 2025 in accordance with a MD-DC-VA accord made as part of the 2013 PM_{2.5} Redesignation Request and Maintenance Plan; (2) a Reasonable Further Progress (RFP) plan for the 2008 Ozone standard consisting of

developing emissions inventories for Base Year 2011 and 2017 for all emissions sectors.

Staff developed highway and transit networks for historic years 2005 and 2012 for a regional GHG emissions inventory development to be undertaken later in the year; in addition staff prepared travel demand inputs for the 2005 travel demand model run.

Staff continued compilation of TERMS projects for inclusion in the 2014 CLRP & FY2015-20 TIP air quality conformity determination analyses.

Staff coordinated schedule and deliverables pertaining to non-travel MOVES inputs to be obtained from the MD-DC-VA air agencies.

Staff coordinated schedule and deliverables pertaining to obtaining 2014 Vehicle Identification Number (VIN) records from the Departments of Motor Vehicles of MD-DC-VA through the assistance of the three state air agencies for incorporation into MOVES model runs.

Staff developed new methodologies for utilizing MOVES2010 outputs for the development of emissions reductions from the Telework TERM of the Commuter Connections Program, which was necessitated by the transition from the Mobile6.2 model platform to MOVES2010.

Staff responded to a request for technical information from the Knoxville TN Regional TPO – at the request of AMPO – for regional vehicle fleet vehicle type and age distributions.

C. Regional Studies

Regional Transportation Priorities Plan

During the first week of April, staff worked on researching and writing the Initial Comparative Assessment of the Regional Transportation Priorities Plan (RTPP) and the Constrained Long-Range Plan. This document was presented to the TPB on April 16. An additional assessment will be prepared for the September TPB meeting. It will be released in conjunction with the release for public comment of the Draft 2014 CLRP and FY2015-2020 TIP.

In the last half of April, staff developed a scope for conducting a series of listening sessions in June and July to discuss implementation activities related to the RTPP. Participants at these sessions will include the staff of the TPB's member jurisdictions and key stakeholder groups. The sessions will seek to integrate discussion of the RTPP with COG's Place + Opportunity report.

Staff continued work on an assessment of how the current CLRP and projects proposed for the 2014 update help the region work toward the priorities expressed in the RTPP. The first stage in the assessment was presented that

the April meeting of the TPB. Following the board meeting staff began to discuss a second phase of the RTPP assessment. This second phase is designed to take into account how the region in general is progressing toward implementing the priorities in the RTPP, looking beyond the CLRP process. The expanded assessment will be completed using a mix of technical analysis and consultation with the local jurisdictions. The assessment is planned to be completed in September 2014.

Support for Region Forward

No work activity during the reporting period.

Grant Applications for US DOT Funding Programs

No work activity during the reporting period.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff completed the review of updated Round 8.3 TAZ-level forecasts submitted by COG member jurisdictions and the Baltimore Metropolitan Council (BMC) for the jurisdictions in the BMC portion of the TPB modeled area. Staff calculated and prepared new TAZ-level employment definition factors for BMC employment data by type to make these data consistent with the total employment and employment type data definitions used by COG member jurisdictions in the development of the Round 8.3 Cooperative Forecasts. Staff applied these new employment data adjustment factors to the updated BMC forecasts for Anne Arundel, Howard and Carroll Counties and prepared a draft TAZ-level Round 8.3 Cooperative Forecasting land activity database for all jurisdictions in the TPB modeled area.

Staff performed a series of quality control checks on the draft TAZ-level Round 8.3 Cooperative Forecasting land activity database and transmitted to the Systems Planning Applications team for use in this year's Air Quality Conformity Analysis of the TIP and CLRP.

Staff gave presentations on the draft Round 8.3 Cooperative Forecasts of future growth to the TPB and the TPB Technical Committee at their April meetings. These presentations highlighted the significant changes in the Round 8.3 Cooperative Forecasting compared to the Round 8.2 forecasts and amount of new growth now forecast for the 141 COG Activity Centers.

Staff continued to review and analyze updated metropolitan economic forecast data from Woods & Poole, IHS Global Insight and Regional Economic Models, Inc (REMI) for the TPB modeled area.

Staff continued the tabulation and analysis of data on new commercial construction in the metropolitan Washington region for the Commercial Construction Indicators report.

4. DEVELOPMENT OF NETWORK / MODELS

A. Network Development

Staff continued modifications to the network geodatabase, and the tool used to access the geodatabase, to accommodate the conversion from TRNBUILD transit network software to Public Transport (PT). The conversion effort is being guided by the AECOM, the consultant assisting TPB staff with the conversion, along with several other travel modeling improvements.

The travel model requires certain “exogenous” travel demand inputs, such as through trips, external trips, miscellaneous trips, and airport passenger trips. To help develop and refine the exogenous trip matrices, staff created a map showing auto driver trips to the three commercial airports. Staff also compiled a list of all taxi cab companies in the metropolitan Washington region, since the miscellaneous trip tables include taxi trips.

Staff investigated some network coding issues that were identified by AECOM, the consultant supporting the project to improve the regional travel demand model.

B. GIS Technical Support

Staff continued to monitor and manage the operational performance of the ArcGIS server and installed several ArcGIS software updates and patches on user machines.

Staff continued work on the web map application for the CLRP project database.

Staff provided GIS bus stop location data for a forthcoming report on the region’s bus system.

Staff participated in a consultant kick-off meeting on contract #14-046 “Conversion of COG/TPB Custom GIS-Based Editing Tools Used to Manage and Develop Transportation Networks.” The consultant for this project prepared a meeting summary from the kick-off meeting and prepared a draft Project Management Plan (PMP). Staff reviewed and approved the PMP submitted by the consultant.

Staff attended the April 17th meeting of Chief Information Officers (CIO) Committee.

Staff planned and participated in the April 23rd National Capital Region Geospatial Data Exchange (NCR GDX) Governance meeting. The members of the Governance Committee discussed additional efforts on reaching out to various COG committees to increase the use of the NCR GDX among the various Emergency Service Function (ESF) committees.

Staff attended the April Maryland State Geographic Information Committee (MSGIC) Executive Committee meeting to increase GIS coordination among COG and state and local government agencies in Maryland.

C. Models Development

Staff worked on several updates to the regional travel demand model that will be used in the upcoming air quality conformity analysis. These updates should be finished by early May, at which point the model will be transmitted from the models development team to the models application team for initial testing. Staff developed a revised consumer price index (CPI) schedule and a series of exogenous model inputs, both of which were documented in memos dated April 23. After receiving the zone-level land use forecasts from COG's Dept. of Community Planning and Services, models development staff refined these inputs by applying adjustment factors to the employment forecasts to make sure that a consistent definition of employment is used throughout the modeled area. This work was documented in a memo dated April 25. Staff also wrote a memo dated April 16 that documented the year-2010 file containing ground access trips to the region's three commercial airports.

Regarding the consultant-assisted project to improve the regional travel demand model, COG/TPB staff has been reviewing the process that was developed by AECOM to develop transit walksheds and calculate zonal percent-walk-to-transit values (Task Order 11). Staff is also working on re-bidding the contract that supports this project, since the contract must be re-bid every three years. Staff developed a scope of work, budget, and evaluation criteria for the request for proposals (RFP) that will be used for the FY 2015 contract. An RFP was issued on April 17. Staff also solicited participation from DC, Maryland, Virginia, and WMATA to serve on the technical selection committee.

Staff responded to three technical data requests in April, including a request from a consultant working for DDOT who requested vehicle trip tables for 2011 and 2040 from the Version 2.3.52 Travel Model to assess truck and freight demand on the District's roadways.

Staff completed work on a technical assistance request from the Virginia Department of Transportation to use the Version 2.3.52 Travel Model to conduct a select-link analysis for 11 Potomac River bridges for the year 2010, and documented the work in a memo dated April 4. VDOT plans to evaluate this information against observed bridge crossing data that was obtained for VDOT's Potomac River Crossing Data Development Study.

On April 3, two TPB staff members attended a Travel Model Improvement Program (TMIP) webinar on household travel surveys. Four TPB staff members attended the 5th TRB Conference on Innovations in Travel Modeling (ITM), from April 27-30, in Baltimore, Maryland. One of the staff members, Mark Moran, was on the conference planning committee.

D. Software Support

Internal coordination between the models development and applications teams was undertaken in order to discuss a schedule for delivery of the newest travel demand model to the applications team for the purpose of commencing air quality conformity model runs; during the coordination priorities, desired features and other technical issues were discussed and an agreement was made in order for conformity to proceed on schedule. Coordination continued with the software vendor on technical aspects and pricing options pertaining to the software package needed for decoding the 2014 VIN database into MOVES-compatible format for use in the 2015 CLRP air quality conformity determination.

5. TRAVEL MONITORING

A. Cordon Counts

Staff began field data collection (travel time runs and vehicle counts) for the spring regional HOV monitoring to be performed under this work item.

B. Congestion Monitoring and Analysis

Staff continued discussions with representatives of SKYCOMP, the consultant selected to conduct the freeway congestion monitoring program, on ideas for potential pilot project tasks to enhance the freeway congestion monitoring program.

Staff monitored the progress of the contractor's freeway congestion monitoring program activities.

C. Travel Surveys and Analysis Household Travel Survey (HTS)

Staff continued work on the preparation of the RFP for the FY 2014 Geographically-Focused Household Travel Surveys (HTS).

Staff prepared a series of maps depicting CTPP means of transportation to work data for COG Activity Centers. The CTPP data did not map very well to the COG Activity Centers because of the small size of the Activity Centers in relation to CTPP Transportation Analysis Zones (TAZs). Census data disclosure avoidance requirement limited the usefulness of the CTPP data for this type of Activity Center analysis.

D. Regional Transportation Data Clearinghouse (RTDC)

Staff continued to review and analyze the traffic count and classification data obtained from regional Automatic Traffic Recorders (ATRs) from 2007 through 2013. Staff completed matching of ATR locations to updated Clearinghouse highway network links.

Staff completed the addition of 2012 Metrorail Passenger Survey data, Metrorail Station Parking Facilities and updated ridership data to the RDTC. Staff also updated the RDTC Metrorail network data file to include the Phase I Silver Line stations.

Staff completed work on updating the RDTC to include Round 8.2 TAZ-level forecasts and to enable their comparison with Round 8.1 and Round 8,0a TAZ-level forecasts.

Staff completed incorporation of data from the 2006, 2009, and 2013 Metro Core Cordon Counts data for inclusion in the RDTC.

Staff obtained permission from the I-95 Corridor Coalition to display aggregated INRIX speed data in the RDTC and began the aggregation of this speed data for Clearinghouse freeway links.

Staff began assembly of available jurisdictional bicycling-related data for inclusion into the RDTC.

Staff responded to a RDTC data request for percent of vehicle miles of travel (VMT) by vehicle class from 2008 to 2012.

Staff responded to a RDTC data request for total road miles and lane miles in the TPB planning region.

Staff responded to RDTC data request for 2005-2012 VMT, Metrorail ridership and employment data for a presentation on the transportation impacts of the Federal Government shutdown.

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA

1. Program Development, Data Requests & Miscellaneous Services

No work activity during the reporting period.

2. Traffic Counts and HPMS Support

Staff prepared the draft agenda for the April HPMS Coordinating Committee meeting, participated in this meeting and drafted the meeting summary for this meeting. At this meeting staff outlined the steps underway to prepare the traffic volume estimates for DDOTY's June 2014 HPMS submission. Staff also presented an analysis of the traffic volumes observed at DDOT permanent count stations in January and February.

Staff processed Traffic.com continuous traffic counts collected on DDOT Interstate and freeway sections in March 2014 and reviewed these counts with the HPMS Coordinating Committee.

Staff reviewed 36 three-day volume counts submitted by the traffic counting contractor for this project and accepted 35 of them. The contractor will recount one location where the equipment was set up at the wrong location on New York Avenue.

Staff reviewed executing the second option year of the traffic counting contractor's contract with the HPMS Coordinating Committee and proceeded to execute this second option year on the Committee's recommendation.

Staff provided the COG traffic count contractor with detailed maps identifying the locations where 95 short-term counts are to be performed by June 30th.

Staff prepared K-factors, D-factors and truck percent data for the June 2014 HPMS submittal.

3. Bicycle Counts

No work activity during the reporting period.

4. Weigh In Motion (WIM) Station Analysis

No work activity during the reporting period.

5. Peak Period Street Restrictions Inventory

No work activity during the reporting period.

B. MARYLAND

1. Program Development /Management

No work activity during the reporting period.

2. Project Planning Studies

In response to a request from MD SHA, staff provided the agency with guidance and programs needed to execute a "select link analysis" process using the current version of the travel demand model.

3. Feasibility/Special Studies

The consultant retained to conduct the Commuter Bus Staging Area Study continued to compile base information on regional motor coach services and was presented draft maps of existing conditions and other information at a Steering Committee meeting on April 22. The consultant also provided a brief study update to the Regional Bus Subcommittee on April 22.

4. Transportation Performance Measures

Responding to a data request from MDOT, staff provided survey data, travel demand model data and GIS data for an accessibility analysis conducted by a consultant for MDOT.

5. Training/Miscellaneous Technical Support

In support of MDOT's accessibility analysis work effort, staff provided MDOT and its consulting team with additional survey and travel demand model data.

6. Statewide Transportation Model Support

Staff continued the internal review of the recently released version of the Maryland Statewide Travel Demand Model. Since the work had started during an earlier round of regional land uses, staff began converting the Round 8.2 cooperative land use data from the current 3,722 TAZ system to the (previous) 2,191 TAZ system, which is a required input of the Statewide Model.

7. Transportation / Land Use Connections Program (TLC)

As part of the Transportation/Land-Use Connections Program (1.H. above), four technical assistance projects in Maryland are being fully or partially funded under this PE number. See 1.H. above for further details about the TLC Program.

8. Human Services Transportation Study/ Follow-on and Support

No work activity during the reporting period.

9. Other Tasks Yet to Be Defined

No work activity during the reporting period.

C. VIRGINIA

1. Data/Documentation Processing

Staff reviewed project work scopes.

2. Travel Monitoring and Survey

No work activity during the reporting period.

3. Travel Demand Modeling

Staff provided a select link analysis and other materials for the Potomac River crossing Data Study and reviewed information from the No Va project ranking study.

4. Regional and Sub-Regional Studies

Staff held weekly status calls with the Regional Bus Staging Study consultant (Cambridge Systematics) and reviewed materials from the consultant. The consultant held the second meeting of the study steering committee at COG offices on April 22nd and began presented route and stop maps as well as service information from the area bus operators and DDOT for review. The consultant also provided a study update to the Regional Bus Subcommittee at its April 22nd meeting.

5. Other Tasks Yet to be Defined

No work activity during the reporting period.

D. WMATA

1. Program Development

The program manager reviewed the status of the projects in the technical assistance program.

2. Miscellaneous Services

No work activity during the reporting period.

3. 2014 Metrobus Passenger On-Board Survey

The consultant briefed the TPB/WMATA project on the survey progress in a weekly conference call provided an updated spreadsheet tracked survey returns and boarding counts on every Metrobus trip surveyed.

Spring on-board survey data collection continued. As of the end of April, 1,346 trips have been completed and 6,982 surveys have been collected.

Staff prepared the supplemental sample of Metrobus trip that are to be surveyed using an intercept tablet computer interviewing methodology.

The consultant programmed the survey questionnaire for the tablet computer intercept interviewing portion of the Metrobus survey and the TPB/Wmata project team extensively reviewed and tested the programmed tablet questionnaire.

7. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

A. CASP 27

1. Ground Access Element Update

Staff completed changes to the draft report.

Staff began preparing the new FAA grant application.

2. Update Ground Access Forecasts

Staff began preparing the new FAA grant application.

3. 2013 Air Passenger Survey (Phase 1)

Staff prepared changes to the draft General Findings Report as requested by the Aviation Technical Subcommittee at its March meeting.

8. SERVICES/SPECIAL PROJECTS

No work activity during the reporting period.

**FY 2014 TRANSPORTATION PLANNING BOARD
COG/TPB BUDGET EXPENDITURE SUMMARY
April 30, 2014**

	BUDGET TOTAL	FUNDS EXPENDED	% FUNDS EXPENDED
1. PLAN SUPPORT			
A. Unified Planning Work Program (UPWP)	72,800.00	43,497.24	60%
B. Transportation Improvement Program (TIP)	247,800.00	144,305.97	58%
C. Constrained Long-Range Plan	506,100.00	343,460.24	68%
D. Financial Plan	94,900.00	77,298.48	81%
E. Public Participation	434,700.00	304,743.96	70%
F. Private Enterprise Participation	18,800.00	4,130.02	22%
G. Annual Report	82,500.00	55,600.47	67%
H. Transportation / Land Use Connection Program	430,300.00	133,316.10	31%
I. DTP Management	464,200.00	319,219.63	69%
SUBTOTAL	2,352,100.00	1,425,572.11	61%
2. COORDINATION PLANNING			
A. Congestion Management Process (CMP)	211,000.00	138,193.74	65%
B. Management, Operations & ITS Planning	300,500.00	234,954.07	78%
C. Emergency Preparedness Planning	77,600.00	25,993.72	33%
D. Transportation Safety Planning	128,800.00	79,083.10	61%
E. Bicycle and Pedestrian Program	125,000.00	108,376.05	87%
F. Regional Bus Planning	110,043.00	89,356.97	81%
G. Human Service Transportation Coordination Planning	141,200.00	106,276.35	75%
H. Freight Planning	114,500.00	73,664.47	64%
I. MATOC Program Planning & Support	123,600.00	80,192.51	65%
SUBTOTAL	1,332,243.00	936,090.98	70%
3. FORECASTING APPLICATIONS			
A. Air Quality Conformity	584,600.00	513,406.01	88%
B. Mobile Emissions Analysis	707,200.00	537,716.87	76%
C. Regional Studies	531,800.00	450,760.47	85%
D. Coord. Cooperative Forecasting & Trans Planning	831,000.00	594,727.06	72%
SUBTOTAL	2,654,600.00	2,096,610.42	79%
4. DEVELOPMENT OF NETWORKS AND MODELS			
A. Networks Development	792,800.00	516,303.61	65%
B. GIS Technical Support	668,300.00	361,942.68	54%
C. Models Development	1,053,400.00	735,459.51	70%
D. Software Support	184,300.00	148,963.52	81%
SUBTOTAL	2,698,800.00	1,762,669.32	65%
5. TRAVEL MONITORING			
A. Cordon Counts	258,400.00	165,835.55	64%
B. Congestion Monitoring and Analysis	373,200.00	191,679.40	51%
C. Travel Survey and Analysis			
Household Travel Survey	370,400.00	142,670.51	39%
D. Regional Transportation Clearinghouse	327,400.00	163,146.65	50%
SUBTOTAL	1,329,400.00	663,332.10	50%
SUBTOTAL CORE PROGRAM ITEMS 1-5	10,367,143.00	6,884,274.94	66%
6. TECHNICAL ASSISTANCE			
A. District of Columbia	340,600.00	158,694.66	47%
B. Maryland	676,000.00	349,090.88	52%
C. Virginia	469,599.00	286,285.69	61%
D. WMATA	196,200.00	82,381.77	42%
SUBTOTAL	1,682,399.00	876,453.01	52%
TPB GRAND TOTAL	12,049,542.00	7,760,727.93	64%

**FY 2014 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE**

April 30, 2014
SUPPLEMENT 1

	TOTAL		FTA/STA/LOC		PL FUNDS/LOC		FHWA
	AUTHORIZED BUDGET	TOTAL EXPENDITURES	AUTHORIZED BUDGET	FTA EXPENDITURES	AUTHORIZED BUDGET	EXPENDITURES	
A. District of Columbia							
1. Program Development, Data Requests & Misc. Services	10,000	906.32	1,266	115	8,734	791.54	
2. Traffic Counts & Highway Performance Mgmt System	235,000	154,829.39	29,761	19,608	205,239	135,221.19	
3. Bicycle Counts	17,600	607.60	2,229	77	15,371	530.65	
4. Weigh In Motion Station Counts	20,000	0.00	2,533	0	17,467	0.00	
5. Peak Period Street Restrictions Study	58,000	2,351.35	7,345	298	50,655	2,053.56	
6. Outdoor Sign Inventory Update	0	0.00	0	0	0	0.00	
7. NOT IN USE	0	0.00	0	0	0	0.00	
SUBTOTAL	340,600	158,694.66	43,135	20,098	297,465	138,596.95	
B. Maryland							
1. Program Development/Management	20,000	15,687.29	2,533	1,987	17,467	13,700.59	
2. Project Planning Studies	150,000	106,541.09	18,997	13,493	131,003	93,048.31	
3. Feasibility/Specials Studies	208,000	94,197.21	26,342	11,930	181,658	82,267.71	
4. Transportation Performance Measures	108,000	39,245.86	13,678	4,970	94,322	34,275.61	
5. Training/Technical Support	30,000	7,633.38	3,799	967	26,201	6,666.66	
6. Statewide Transportation Model Support	0	0.00	0	0	0	0.00	
7. Transportation/Land Use Connections Program	160,000	85,786.04	20,263	10,864	139,737	74,921.76	
8. Human Services Transportation Study	0	0.00	0	0	0	0.00	
9. Other Tasks to be defined	0	0.00	0	0	0	0.00	
SUBTOTAL	676,000	349,090.88	85,611	44,210	590,389	304,880.64	
C. Virginia							
1. Data/Documentation processing	7,000	6,249.09	887	791	6,113	5,457.68	
2. Travel Monitoring Survey	200,000	140,239.00	25,329	17,760	174,671	122,478.58	
3. Travel Demand Modeling	25,000	31,269.32	3,166	3,960	21,834	27,309.25	
4. Regional and Sub-Regional Studies	237,599	108,528.27	30,090	13,744	207,509	94,783.83	
5. Other Tasks to be Defined	0	0.00	0	0	0	0.00	
6. NOT IN USE	0	0.00	0	0	0	0.00	
7. NOT IN USE	0	0.00	0	0	0	0.00	
8. NOT IN USE	0	0.00	0	0	0	0.00	
SUBTOTAL	469,599	286,285.69	59,472	36,256	410,127	250,029.35	
D. WMATA							
1. Program Development	2,500	569.95	2,500	570	0	0.00	
2. Miscellaneous Services	2,500	0.00	2,500	0	0	0.00	
3. Bus Passenger Counts 2013	191,200	81,811.82	191,200	81,812	0	0.00	
4.	0	0.00	0	0	0	0.00	
5.	0	0.00	0	0	0	0.00	
SUBTOTAL	196,200	82,381.77	196,200	82,382	0.00	0.00	
GRAND TOTAL	1,682,401	876,452.99	384,418	182,946	1,297,981	693,506.94	